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News Letter

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VA MODIFIED RULINGS ON HOME LOANS IN AIRPORT AREAS

Following protests from many sources, the Veterans Administration has rescinded its recent order providing for Washington screening of all applications for veterans' housing loans within a four-mile radius of airports, and has issued modified field instructions covering loans on such housing.

The modification, worked out in co-operation with CAA's Office of Airports provides that VA will not approve GI loans on homes in the approach zone extending one-half mile out from the end of an airport runway, provided the runway is at least 4,000 feet long. Loans within the next one mile in the approach zone will be made depending on local conditions and real estate values.

The new policy it is hoped, will assist materially in keeping clear the approaches to airports in accordance with recommendations of the Doolittle Commission. VA is distributing copies of the new policy to its field personnel.

—American Aviation Daily.

AIR SPACE JURISDICTION

A recent case being heard in various levels of the courts which was initiated as a result of an ordinance by the town of Cederhurst, Long Island, N. Y., sets an important precedent in air space jurisdiction. This small Long Island community passed an ordinance prohibiting the flight of aircraft over the community and Federal Attorneys took the stand that the community had no jurisdiction over air space higher than the area restricted to insure safe flight operations.

The American Aviation Daily of July 18th advised that the city ordinance prohibited flight over the town of Cedarhurst was found to be unconstitutional.

The matter of jurisdiction over air space is an important one and it remains yet to be seen what interpretation is made by the laws and by the courts relative to State jurisdiction, Federal jurisdiction and International rights.

WARNING
HOT WEATHER INCREASES TAKE-OFF RUNS

A runway at 3,000 feet altitude will, at 104 degrees, have same take off characteristics as 6,500 feet altitude at 32 degrees. (See Operational Altitude Chart, Montana Aeronautical Map.)

FOR SALE

Stinson L-5, excellent condition with many spare parts. U. S. Department of Interior write to Vernon Ekedahl, Sacramento National Wildlife Refuge, Willows, California. Telephone 14-F-4

1948— 165 Stinson Station Wagon, 284 hours total time. Good condition, price $2400. Ralph Minor, Stanford, Mont.

KNOW YOUR COMMISSION

The Education member of the Montana Aeronautics Commission is Mac Johnson of Cut Bank. Mac is a certificated commercial pilot. He has lived in Montana for 25 years and migrated here at an early age from Canton, Ohio. Mac's wife, Virginia, and his son, Jimmie, like to fly with him. You frequently see his airplane on Montana airports with a sign painted on the side advertising the Cut Bank High School.

Mac is a teacher in Cut Bank and has developed the High School Aviation Department which is an example of applied air age education.

Mac is a graduate of the University of Montana. He has an excellent background for his present occupation and in the past has been engaged in several lines of business, including the operation of a garage as the Ford dealer in Big Timber. He was in the gas and oil business in Billings and was also a base operator in partnership with Shorty Guenin of Billings. Mac was a flight instructor on CPT with the Morrison Flying Service in Helena and at present is very active, being chairman for the National Aviation Education Council for Montana. He is chairman of the Cut Bank Chamber of Commerce Airport Committee. He is also a member of the Montana Pilots Association and the Civil Air Patrol.

Mac is an authority on the geography of the upper Boulder river and when the weather is hot he may be found at his cabin on the Boulder south of Big Timber.

We are fortunate in having a man actively interested in aviation to represent education on the commission.

D-558-2'S OFFICIAL TOP SPEED IS 1,238 MPH

The Navy has officially released the top speed and altitude attained by the Douglas D-558-2 Skyrocket, world's fastest plane, following inadvertent disclosure of an approximate speed at Edwards AFB, California, last Saturday.

The Navy stated officially today that the D-558-2 had reached a speed of 1,238 miles per hour during its test program. This is the first official indication of the speed trend in research aircraft. Previously the Navy had confined comment on the Skyrocket's speed to a statement that it had flown faster than any other plane (top speed attained by the Bell X-1, original supersonic plane, was about 960 miles per hour).

An Air Force spokesman announcing an air show for the Aviation Writers Association at Edwards AFB had stated that the Skyrocket had flown "over 1,300 miles per hour."

The Navy also released the exact altitude attained by the Skyrocket— 79,494 feet. The speed record was set last August 1st, the altitude record on August 7. Bill Bridgeman, Douglas test pilot, handled the plane on both flights.

—Am. Avn. Daily

IN THE AIR KEEP YOUR HEAD ON A SWIVEL

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense, to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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AIRCRAFT IDENTIFICATION

Insignia of Soviet military aircraft: All Russian military aircraft stationed in Eastern Zone display the five-pointed red star with narrow white border in the usual places—on wings, fuselage sides and rudder. Unit insignia or names for individual planes are unknown in Red Air Force. All aircraft with exception of MiG-15, wear grayish-green paint for upper surfaces, blending into irregular patterns of white and blues on lower. MiG-15 has no paint, making it clearly discernible on the ground whenever sun shines on its metal finish. Bombers of Tu-10 type and all fighters have numbers painted on both sides of noses in large characters dark blue or black paint is used, making it difficult to distinguish the numbers.

Yak-14s and Po-2s used for liaison may be recognized by two horizontal white stripes painted beneath red star on the rudder.—Aviation Age.

ATOM PLANES MAY CIRCLE EARTH 80 TIMES ON ONE POUND OF FUEL

Atomic-powered airplanes which, conceivably, might beat the clock—fly around the world at local midnight—and complete the circuit 80 times on one pound of fuel are being developed by two airframe and aircraft engine manufacturers, each pair working jointly.

Details are veiled by a "top secret" classification, but the program, known originally as NEPA-Nuclear Energy for the Propulsion of Aircraft has now progressed well beyond the theoretical phase. Work is actually under way on a nuclear-powered aircraft engine and atomic air-frame under development contracts awarded by the air force and atomic energy commission.

General Hoyt Vandenberg, air force chief of staff, has stated that atomic flight is closer than most persons realize.

The far-reaching implications of an atomic airplane, besides those already mentioned, are that it could stay aloft for many days; could fly at maximum speed at a given altitude for its entire mission. This is all predicted on the relatively low fuel supply which would be required.

One pound of Uranium 235 on undergoing fission gives off heat equivalent to the energy liberated by burning 1,700,000 pounds of gasoline. Thus, when nuclear energy can be converted into thrust, aircraft fuel consumption will be measured not in thousands of pounds per hour, but in pounds per day.

An airplane which could circle the earth under cover of darkness represents a distinct advantage over modern day bombers. Any target would be within easy reach, and night flying confers lower vulnerability.

Development of materials capable of withstanding the intense heat and the dangerous radiation produced by nuclear reactor has been a formidable problem in building an atomic power plant. Construction of the air-frame has been complicated by the great weight of a shield that must be installed to protect the crew.

Many types of power plants have been proposed to harness nuclear energy to propulsion machinery, including a turbo-jet engine in which the reactor would replace the combustion chambers, and a ram-jet with similar substitution of a reactor for the combustion apparatus.

In all cases, except that of the ram-jet and other air cycles, it is required that the heat be transported from the reactor to propulsion machinery in a coolant. Ordinary lubricants cannot be used because radiation causes them to deteriorate or solidify.

It is probable the first atomic aircraft will be a sizeable one perhaps a redesigned bomber. The great weight of the shield required has been estimated from 50 to 100 tons. This might be balanced off against the chemical fuel load normally carried by the bomber. The fuel loads of modern aircraft range up to the neighborhood of 75 tons or more. Redesigning of the bomber as an atomic plane must allow for the concentrated weight of the shield and the nuclear engine at one point in the airframe.

Airforce and industry officials alike still decline comment on when an atomic plane may become a reality, but steady progress in this direction can be reported.—Planes.

SEES PLANES ELIMINATING MILITARY SEA TRANSPORT

Elimination of the sea transport system of war logistics and its replacement by fleets of large, fast, high payload transport aircraft was called for by Donald W. Douglas, Jr., vice president and director of military sales of Douglas Aircraft Co., in a speech before the 35th annual convention of the Lions International in Mexico City.

Douglas said he is convinced that military air transport will be developed to the point where it will provide complete support for the field military establishment. Such development, he said, is "necessary and inevitable."

The World War II type of supply pipeline, geared to the speed of a convoy of surface vessels, should never be reactivated, Douglas said. It was slow, awkward, wasteful and fantastically expensive, he added, and pointed out that, when the war ended, it took years to empty the pipeline of its contents.

In its place Douglas would use fleets of 400-mile-per-hour transports, powered by turbo-prop or jet engines or combinations of both, which would carry payloads of 100,000 pounds per plane.

"There will be no military cargo which such a plane could not carry," he said, "a fleet of such airplanes will have the capacity to deliver the personnel and full logistic support of a fighting force to the ends of the earth."

Although a sea transport can carry 5,000 fully equipped troops, it cannot compare with the efficiency of the high payload transport, Douglas said. He pointed out that a fleet of 25 of one of today's production transports, the Douglas C-124, could airlift 5,000 fully equipped troops from Boston to France, return to the U. S. and deliver another 5,000 to France before the slow sea transport could complete a single one-way trip.

"When we have the 50-ton (payload) airplane in quantity," Douglass said, "we shall have forever put behind us the costly, unwieldly, 1940-model pipeline . . . We shall be in a position to deliver, in practically unlimited quantity, material where it is needed, when it is needed. We shall no longer be saddled with a system which may provide a ground division with 90 percent of its equipment in six months and take an additional six months to deliver the balance.

"More important, we shall have flexibility. If it proves necessary to divert men or munitions, the diversion can be accomplished in a matter of hours, as against weeks. When it becomes necessary to turn off the supply tap, the flow will stop almost instantly."—Am. Avn. Daily

MISSILE TEST TRACK BEING INSTALLED AT INYOKERN

A new 10-mile supersonic test track for guided missiles is being installed at the Naval Ordnance Test Station at Inyokern, California, by the Research and Development Board as a joint facility for all branches of the armed forces.

"MONTANA AND THE SKY"

The Montana Aeronautics Commission picture, "Montana and the Sky," has received favorable comment on showings throughout the country. This picture has been shown to 8,000 people in the last three months and inquiries are received daily at the commission office for bookings for loan of the film. There are eighteen copies of the film in circulation. Several copies have been purchased by State and Federal agencies.

News Letter

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